

**Maypole Road**  
**SM-921**  
**St. Mary's County**  
**Leonardtown Vicinity**  
**Mid-18<sup>th</sup> century-20<sup>th</sup> century**  
**Public**

Maypole Road is located in central St. Mary's County. The public roadway originates just west of Leonardtown and extends north and northwest from its origin at Point Lookout Road (MD 5) for approximately 3.6 miles to its terminus at Parsons Mill Road. Mature evergreen and deciduous vegetation that gives way to mid- to late-twentieth-century residential development characterizes the majority of the length of the road's right-of-way.

Maypole Road most likely originated as an eighteenth-century route that connected travelers from Leonardtown to the Patuxent Path (MD 235 [Three Notch Road]). Maypole Road reflects the early road networks in St. Mary's County associated with the shipment of tobacco from interior of the county to wharves, tobacco warehouses, and inspection points, particularly those located in Leonardtown. The road also reflects the creation of an interior road network in order to reach government institutions. The presence of the county court at Leonardtown beginning in the eighteenth century necessitated the use and development of road networks in that area, including the development and improvement of Maypole Road.

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. SM-921

### 1. Name of Property

(indicate preferred name)

historic Maypole Road  
other County Road 30084

### 2. Location

street and number Election District No. 3, Runs NW from MD 5 (Point Lookout Road) to Parsons Mill Road  
city, town Leonardtown X vicinity  
county St. Mary's County

### 3. Owner of Property

(give names and mailing addresses of all owners)

name St. Mary's County Board of County Commissioners  
street and number P.O. Box 653, 23115 Leonard Hall Drive telephone 301-475-4200, ext. 1300  
city, town Leonardtown state MD zip code 20650

### 4. Location of Legal Description

courthouse, registry of deeds, etc. N/A liber folio  
city, town tax map tax parcel tax ID number

### 5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District  
☐ Contributing Resource in Local Historic District  
☐ Determined Eligible for the National Register/Maryland Register  
☐ Determined Ineligible for the National Register/Maryland Register  
☐ Recorded by HABS/HAER  
☐ Historic Structure Report or Research Report at MHT  
☐ Other: \_\_\_\_\_

### 6. Classification

Category	Ownership	Current Function	Resource Count	
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing	Noncontributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> commerce/trade	0	0 buildings
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	0	0 sites
<input type="checkbox"/> site		<input type="checkbox"/> domestic	1	0 structures
<input type="checkbox"/> object		<input type="checkbox"/> education	0	0 objects
		<input type="checkbox"/> funerary	1	0 Total
		<input type="checkbox"/> government		
		<input type="checkbox"/> health care		
		<input type="checkbox"/> industry		
		<input type="checkbox"/> landscape		
		<input type="checkbox"/> recreation/culture		
		<input type="checkbox"/> religion		
		<input type="checkbox"/> social		
		<input checked="" type="checkbox"/> transportation		
		<input type="checkbox"/> work in progress		
		<input type="checkbox"/> unknown		
		<input type="checkbox"/> vacant/not in use		
		<input type="checkbox"/> other:		
			Number of Contributing Resources previously listed in the Inventory	
			0	

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## 7. Description

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Inventory No. SM-921

### Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

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Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

### Summary Description

Maypole Road is located in central St. Mary's County. The public roadway originates just west of Leonardtown. The road extends north and northwest from its origin at Point Lookout Road (MD 5) for approximately 3.6 miles to its terminus at Parsons Mill Road. The road is asphalt paved and varies in width from 22 to 30 feet. Mature evergreen and deciduous vegetation that gives way to mid- to late-twentieth-century residential development characterizes the majority of the length of the road's right-of-way.

### Location

Maypole Road is located in the central portion of St. Mary's County in the county's Third Election District. The road extends north from its origin at Point Lookout Road (MD 5) and curves gradually to the northwest at approximately mile point 0.6 its end point at Parsons Mill Road. The entire length of the road is 3.6 miles.

### Detailed Description

#### *The Roadway*

Maypole Road is a minor-collector route that varies from approximately 22 to 30 feet in width. The roadway contains two divided lanes—one in each direction divided by a yellow-painted, double line. There are no lines painted on the roadway to delineate the outer edges of the roadway. The roadway is asphalt-paved and is in good condition throughout its length.

The road's horizontal alignment incorporates several straight-aways, several, long gentle curves, and five notable sharp curves. At mile point 0.4, the roadway curves sharply to the northeast; at mile point 0.6, the roadway curves sharply to the northwest; at mile point 1.7, the roadway curves to the northwest and continues in a northwest direction until mile point 3.5 where it curves sharply to the northeast; the roadway again curves to the northeast between mile point 3.5 and its terminus at mile point 3.6. Its vertical alignment consists of a sharp descent beginning at mile point 0.8. The majority of the route is at-grade or slightly above the surrounding land. The roadway does not include a visible crown.

At mile point 0.7, the roadway crosses Greenhill Run, a small tributary that runs southwest and joins with McIntosh and Brooks runs that join and empty into Breton Bay. The waterway runs in a deep channel perpendicular to the roadway until it crosses underneath the roadway through a metal pipe culvert.

#### *The Right-of-Way*

Informal grassy and gravel shoulders appear on both sides of the roadway within the Maypole Road right-of-way. Several traffic signs, including speed limit and warning signs, appear within the right-of-way. These consist of standard reflective metal signs mounted on metal or wood posts. Private property owners, including several residential developments, have posted a variety of identification signs, typically painted wood of various shapes and sizes that include names and addresses of the properties.

Electric and telephone utility lines are strung on wood poles that stand within the right-of-way. The lines are carried on standard pine poles that run first along the north side of the road and then along both the north and south sides of the road until its terminus. A traffic signal, hung above the roadway, denotes the road's origin at Point Lookout Road (MD 235).

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## Maryland Inventory of Historic Properties Form

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### *The Setting*

Maypole Road traverses a residential area of central St. Mary's County. The road extends through a landscape dominated by residential and agricultural land uses. Green Hill Farm (SM-229) is located to the west of Maypole Road at mile point 0.8, although the property is not visible from the roadway.

The origin of Maypole Road is heavily developed with late-twentieth-century commercial buildings and shopping centers fronting the four-lane Point Lookout Road (MD 5). A substation is located to the west of the road's origin. The next 0.4 miles of the road passes through a wooded area interspersed with late-twentieth-century dwellings set close to the roadway. From mile point 0.4 to mile point 2.3, dense woodland comprised of mature deciduous and evergreen trees lines the roadway. A circa-1915 farm complex located at 24255 Maypole Road is located to the west side of the road at mile point 2.3. Open vacant fields, interspersed with stands of mature trees, characterize the roadway from mile point 2.4 to its terminus at mile point 3.6. Stone and gravel pits associated with an excavating business located on Parsons Mill Road are located to the east of the road's terminus.

## 8. Significance

Inventory No. SM-921

Period	Areas of Significance	Check and justify below			
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts	
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy	
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government	
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion	
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science	
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history	
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation	
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____	

**Specific dates** Unknown **Architect/Builder** Unknown

**Construction dates** Mid-eighteenth -- twentieth century

Evaluation for:

☐ National Register ☐ Maryland Register ☒ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

### Historical Summary

Maypole Road most likely originated as an eighteenth-century route that connected travelers from Leonardtown to the Patuxent Path (MD 235 [Three Notch Road]). Maypole Road reflects the early road networks in St. Mary's County associated with the shipment of tobacco from interior of the county to wharves, tobacco warehouses, and inspection points, particularly those located in Leonardtown. The road also reflects the creation of an interior road network in order to reach government institutions. The presence of the county court at Leonardtown beginning in the eighteenth century necessitated the use and development of road networks in that area, including Maypole Road.

### Historical Narrative<sup>1</sup>

#### *Summary of Road Building in St. Mary's County*

Until the twentieth century, the abundant waterways of St. Mary's County provided the main transportation routes throughout the area. Ships from England transported goods and tobacco to wharves along the Potomac River, and smaller vessels navigated the smaller waterways to move goods farther inland. Early roads linked residents to points along the waterways as well as to government centers, churches, and other residents. Several roads provided access to the state capital at Annapolis after 1695, to markets in Baltimore and other economic centers outside the county after the 1780s, but transportation via waterways, the preferred alternative, provided a much safer, swifter, and easier journey throughout the seventeenth, eighteenth, and nineteenth centuries.<sup>2</sup>

The oldest documented road in St. Mary's County was used to connect St. Mary's City, the colony's capital from 1634 to 1695, to the two major waterways that flanked the peninsula. The Patuxent Path (present-day MD 235 [Three Notch Road]), created on the bed of a Native American pathway, connected St. Mary's City to the Patuxent River.<sup>3</sup> Various

<sup>1</sup> The historical context will only detail the history of the road building in St. Mary's County as it relates directly to Maypole Road. For a more detailed history of road building in St. Mary's County and Maryland, please see History Matters, LLC, *St. Mary's County Historic Roads Survey Final Report*, 30 June 2006, Prepared for St. Mary's County Department of Land Use and Growth Management, on file at the Maryland Historical Trust, Crownsville, Maryland.

<sup>2</sup> History Matters, LLC 2006: 7

<sup>3</sup> Regina Combs Hammett, *History of St. Mary's County, Maryland 1634-1990*, (Ridge, Maryland: n.p., 2005 [Reprint of 1991 edition]), 282.



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roads and trails crisscrossed the Patuxent Path and led to individual farms, plantations, villages, and other smaller waterways.<sup>4</sup>

Seventeenth-century roads in St. Mary's County were likely narrow dirt paths intended primarily for travel on foot or horseback. From the eighteenth through the early nineteenth centuries, the number of roads increased throughout the county but the design standards remained comparable to the colonial era. Public roads were required to be 20-feet wide and maintained in "good traveling condition." However, since most of the county's roadways were not public roads, they did not necessarily have to meet these standards. Therefore, the roads in St. Mary's County were often reported as being in poor condition and cumbersome to travel.<sup>5</sup>

Between 1790 and 1840, the internal economy of St. Mary's expanded, which created a greater demand for overland travel routes. Throughout the first half of the nineteenth century, the economy of St. Mary's County relied upon its agricultural exports. Since waterways provided the primary means of shipping these goods, county farmers continued to rely on the roads to wharves in order to collect imported manufactured goods and ship their staple crops.<sup>6</sup>

During the early nineteenth century, public roads in St. Mary's County were created by acts of the legislature. Fourteen existing roads throughout the county were added to the public road system. After the mid-nineteenth century, those property owners and local government officials wishing to add an existing road to the public road system had to apply to the County Commissioners. The number of public roads increased throughout this era, particularly in response to landholders' pleas for more efficient access to the wharves from which they exported their crops. However, the quality of roads during this time period was similar to that of road conditions in the early eighteenth century. The specified width of public roads was still 20 feet, and the County Commissioners' instructions to the road superintendents were similar to those of 1704.<sup>7</sup>

However, by the late-nineteenth-century, travelers began to see a gradual increase and improvement of the roadways in St. Mary's County. The public roads in the county were typically un-surfaced clay or sand measuring 20 feet in width. Some of the more traveled roadways were paved with oyster shells and cleared to a minimum width of 30 feet. Yet, St. Mary's County roads were still regarded as poorly maintained. Residents continued their campaign for road improvements, and pushed for changes to the laws governing the maintenance of public roads. However, since waterways remained the favored transportation method in the county, many of the efforts at road improvements were futile.<sup>8</sup>

Waterways continued to be the preferred travel method until the widespread use of automobiles took hold in the twentieth century. Consequently, roads overtook waterways as the primary transportation network for both local travel and for transportation into and out of the county. The first half of the twentieth century witnessed significant changes in the condition, character, and use of roads throughout Maryland. Many of the road improvements in the first half of the twentieth century were the result of the state government's growing involvement in local road planning and maintenance.

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<sup>4</sup> History Matters, LLC 2006: 9

<sup>5</sup> History Matters, LLC 2006: 11-15

<sup>6</sup> History Matters, LLC 2006: 20

<sup>7</sup> Hammett 1991: 283-285

<sup>8</sup> History Matters, LLC 2006: 15-25

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The movement for state responsibility for roads began in 1898 when the state legislature, after agitation by farmers for better roads, created a Highway Division within the Maryland Geological Survey to oversee an investigation of the condition of the state's roads and the estimated cost of improving them. By 1927, the majority of state roads in the county were gravel and shell surfaced with portions of MD 5 and MD 235 surfaced with macadam to accommodate the increasing widespread use of automobiles and trucks.<sup>9</sup> By 1938, the majority of public roads in St. Mary's County were improved through grading, drainage systems, and improved surfacing materials including sand-clay, shells, and gravel. Some of the improved roads were also treated with a bituminous material in order to bind the surface materials and reduce dust.<sup>10</sup>

The advent of the automobile and truck changed the road landscape throughout St. Mary's County. The increase in automobile use necessitated the construction of directional and warning signs as well as roadside structures that catered to the use and maintenance of the automobile, such as gas stations and dealerships. Particularly after steamboat service stopped in the 1930s, former primary routes to waterways and wharves became secondary roads, and inland roads that paralleled the major thoroughfares formed important components of the county's road network.<sup>11</sup> As roads improved, settlement along previously inaccessible or unenviable roadways became more desirable, and the county contains a wide array of dwellings exhibiting stylistic details and forms characteristic of early twentieth-century architecture.

Since 1956, St. Mary's County roads have undergone significant alterations, including realignment, to meet current design and safety criteria and standards for width and shoulders. As farming became less important in the local economy during the second half of the twentieth century, the U.S. Navy presence contributed to the rise of a service economy and the development of residential suburbs. Consequently, suburban and commercial development continues to heavily influence and alter the setting of some of the county's historically rural roads.<sup>12</sup>

### *Development of Maypole Road*

Maypole Road most likely originated as a route connecting Leonardtown to the Patuxent Path (present-day MD 235). In the 1650s, the St. Mary's County court began convening on Breton's Bay near the site of present-day Leonardtown. In 1708, county residents petitioned to establish the county seat at this location, but it was not until 1728 that the town of Leonardtown was surveyed. By the late eighteenth century, Leonardtown housed a tobacco warehouse that oversaw the inspection of tobacco being exported from nearby farms. As a result, Leonardtown's role as a political center within the county contributed to the development of roads, such as Maypole Road, that led north from Leonardtown through the interior of the county to the Patuxent Path.<sup>13</sup>

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<sup>9</sup> *Map of Maryland Showing State Road System and State Aid Roads*, 1927, available at the Maryland Room, University of Maryland-College Park.

<sup>10</sup> History Matters, LLC 2006: 33

<sup>11</sup> History Matters, LLC 2006: 40

<sup>12</sup> History Matters, LLC 2006: 41

<sup>13</sup> History Matters, LLC 2006: 12-14

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Maypole Road does not appear on Dennis Griffith's 1794 *Map of the State of Maryland*, but the map does depict several secondary paths leading from Leonardtown to the Patuxent Path.<sup>14</sup> Most likely Maypole Road existed in the eighteenth century as a narrow dirt path used to connect travelers between Leonardtown and the Patuxent Path.

Simon J. Martenet's 1865 *Atlas of the State of Maryland* is the earliest cartographic record that depicts Maypole Road.<sup>15</sup> As the inland road network expanded in the early nineteenth century, the informal path would have been formalized and extended particularly with the development of Leonardtown as the county seat. Martenet's 1865 Atlas illustrates a road that closely follows the alignment of the current Maypole Road; the road leads north from Leonardtown and continues northwest where it terminates at a small road that connects to the Patuxent Path.<sup>16</sup>

There are no extant architectural resources dating to the eighteenth or nineteenth centuries adjacent to Maypole Road. The earliest dwelling, which dates to circa 1915, is located approximately 2.4 miles north of Point Lookout Road (MD 5). Dwellings dating to the mid-1970s are located near the road's origin at Point Lookout Road (MD 5) and late-twentieth-century commercial development characterizes the setting to the south and east of the road's origin. Consequently, the road has since been widened and improved to meet current design standards and safety criteria. The widening of Point Lookout Road (MD 5) necessitated the widening of the origin of Maypole Road and the erection of an overhead traffic signal. As commercial and residential development continues to increase particularly in the area associated with Leonardtown in the county's Third Election District, the rural character of Maypole Road continues to diminish particularly near its origin.

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<sup>14</sup> Dennis Griffith, *A Map of the State of Maryland*, 1794, available at the Maryland Historical Trust Library, Crownsville, Maryland.

<sup>15</sup> The history of the name "Maypole" is unknown; Simon J. Martenet, *Martenet's Atlas of Maryland: Including the District of Columbia, a Stretch of Delaware, and a Portion of Northern and Eastern Virginia Showing Some of the Most Interesting Localities of the Late War*, 1865, available at the Geography and Map Division, Library of Congress.

<sup>16</sup> Martenet 1865



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## 9. Major Bibliographical References

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Inventory No. SM-921

*See Continuation Sheets.*

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## 10. Geographical Data

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Acreage of surveyed property 3.6 miles  
Acreage of historical setting Approximately 3.6 miles  
Quadrangle name Leonardtown, MD

Quadrangle scale: 1:24,000 (7.5 Minute)

### Verbal boundary description and justification

The surveyed area of Maypole Road encompasses the roadway and right-of-way, which were intensively surveyed. The road's setting or viewshed was not documented in depth; individual above-ground structures and landscape features that are visible from the road were characterized only as part of a larger road setting.

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## 11. Form Prepared by

---

name/title	Emma K. Young/Architectural Historian		
organization	A.D. Marble & Company	date	June 25, 2008
street & number	10989 Red Run Blvd., Suite 209	telephone	410-902-1421
city or town	Owings Mills	state	MD

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust  
Maryland Department of Planning  
100 Community Place  
Crownsville, MD 21032-2023  
410-514-7600

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. SM-921

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**Continuation Sheet**

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State Roads Commission

1927 *Map of Maryland Showing State Road System and State Aid Roads*. Available at the Maryland Room, University of Maryland-College Park.

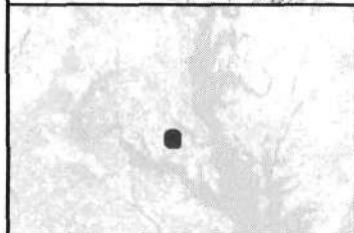
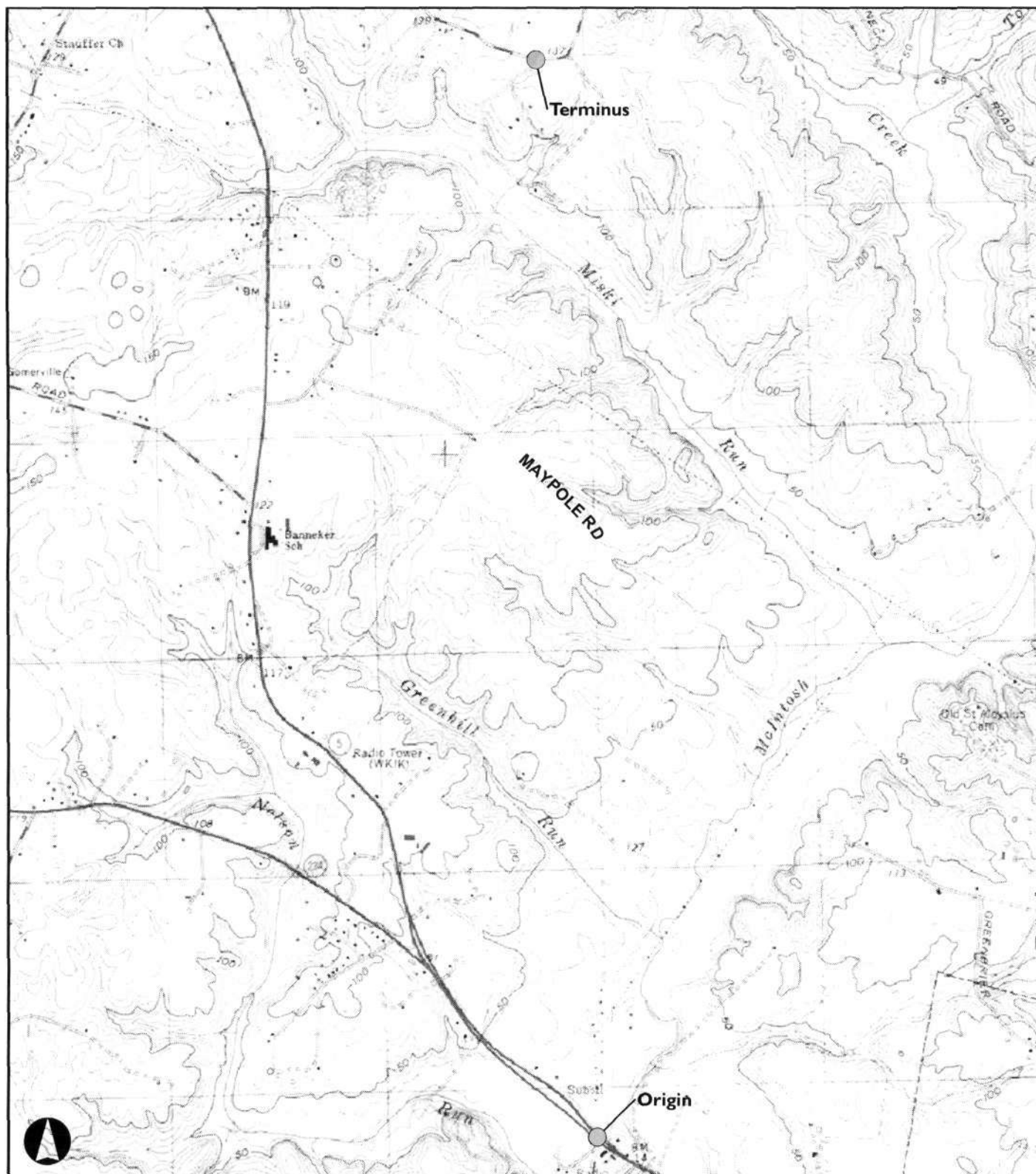
United States Geological Survey.

1892 *Leonardtown, MD Quadrangle* (15 Minute Series)

1901 *Leonardtown, MD Quadrangle* (15 Minute Series)

1939 *Leonardtown, MD Quadrangle* (15 Minute Series)

2007 *Leonardtown, MD Quadrangle* (7.5 Minute Series)



Road Alignment 2005

2,000

Feet

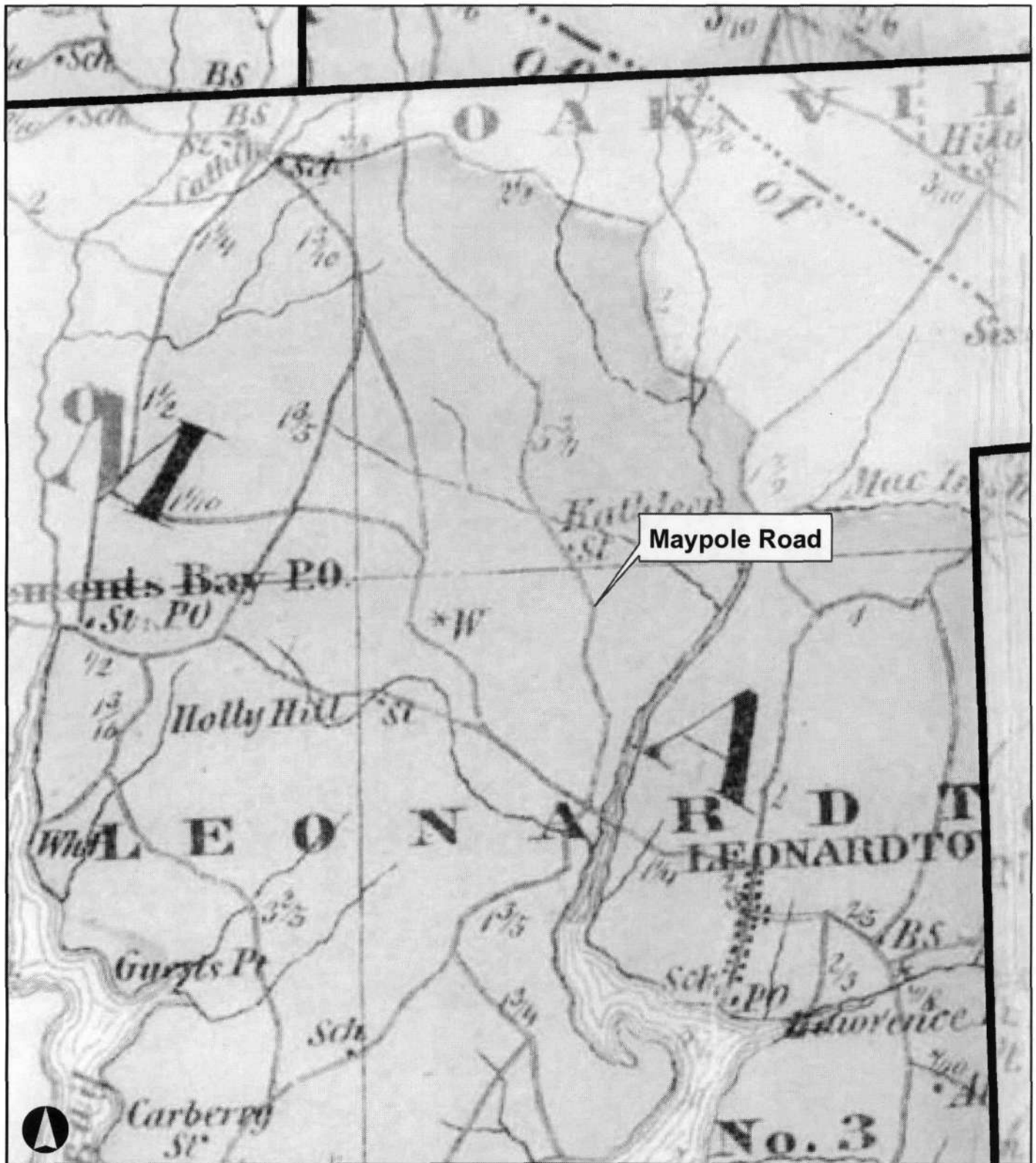
**Maypole Road**

SM-921

Leonardtown Vicinity

St. Mary's County, MD

Source: USGS 7.5' Topo Quad, Leonardtown, MD



**Maypole Road**

SM-921

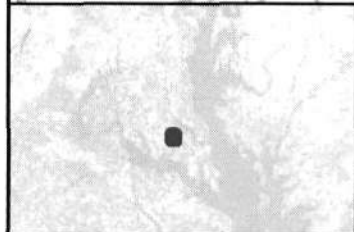
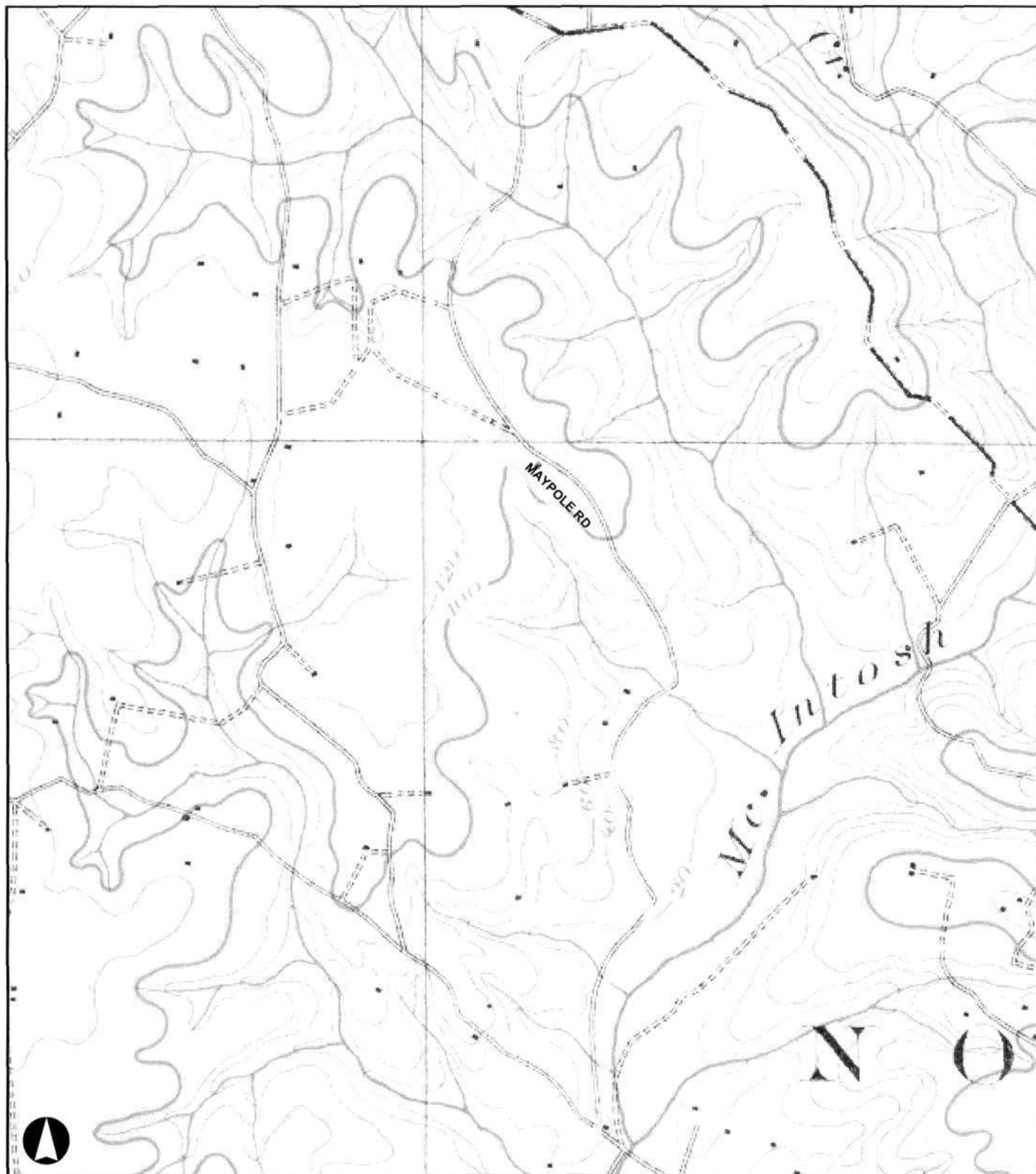
Leonardtown Vicinity

St. Mary's County, MD

Source: 1865 Martenet Atlas

2,000  
Feet





Road Alignment 2005

2,000  
Feet

**Maypole Road**

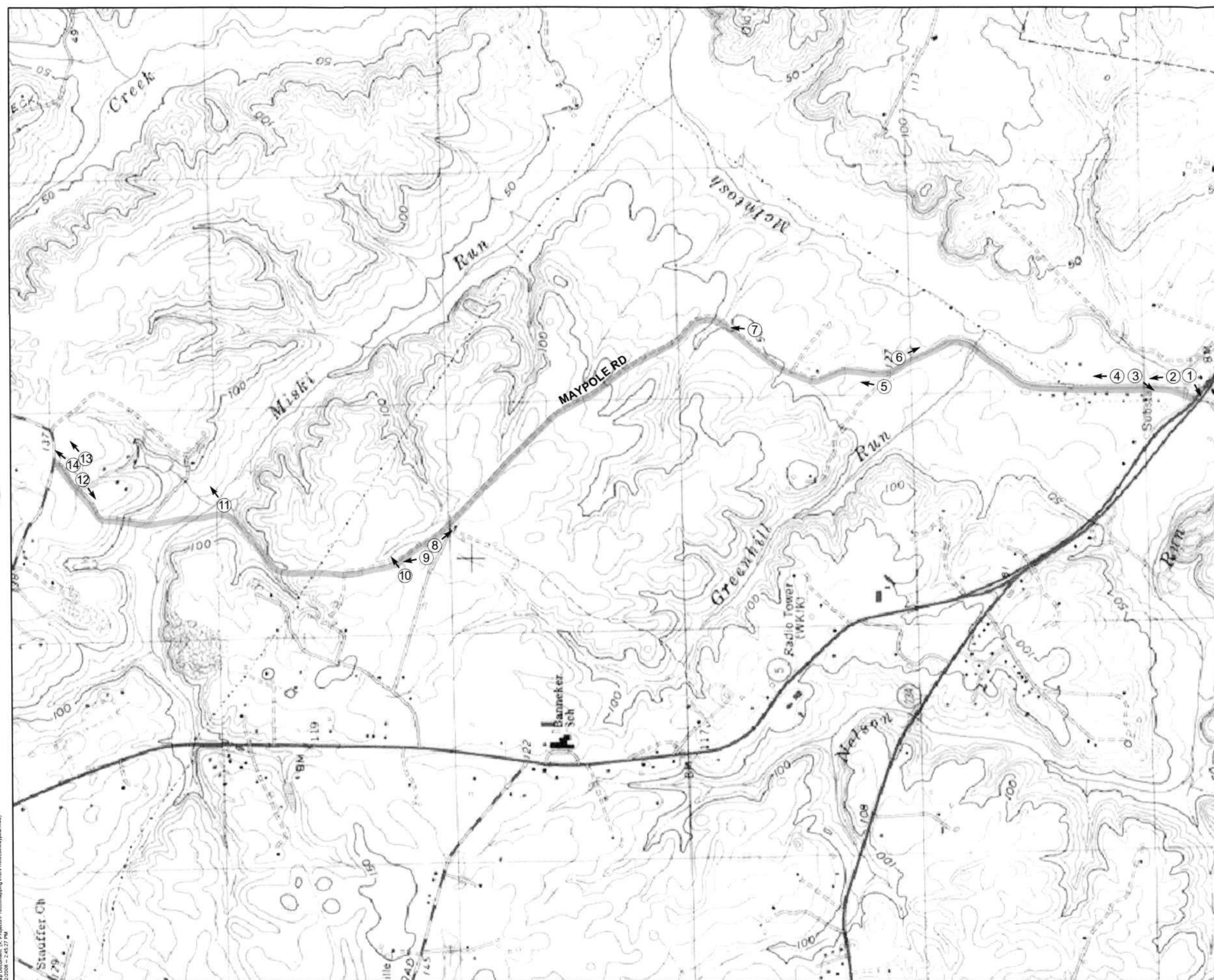
SM-921

Leonardtwn Vicinity

St. Mary's County, MD

Source: USGS 7.5' Topo Quad (1902)





**Maypole Road  
SM-921  
Photograph Location Map**



- Photo Locations
- Maypole Road

Source: USGS 7.5' Topo Quad, Leonardtown, MD

**Leonardtown Vicinity  
St. Mary's County, Maryland**

1,000 0 1,000  
Feet

May 2008



**Maypole Road (SM-921)**

**Digital Photo Log, Historic Roads Survey, St. Mary's County, Maryland, 2008**

Photo File Name	MIHP #	Property Name	County	Photographer	Date of Photo	Photo Description	Photo Sequence
SM-921_200804_01	SM-921	Maypole Road	St. Mary's	E. Young	04/2008	Mile Point 0.0, looking southwest to origin of Maypole Road at Point Lookout Road (MD 5)	1 of 14
SM-921_200804_02	"	"	"	"	"	Mile Point 0.0, looking north	2 of 14
SM-921_200804_03	"	"	"	"	"	Mile Point 0.2, looking southwest to substation property	3 of 14
SM-921_200804_04	"	"	"	"	"	Mile Point 0.2, looking north to grouping of late-20 <sup>th</sup> -century dwellings on west side of road	4 of 14
SM-921_200804_05	"	"	"	"	"	Mile Point 0.8, looking north to early 20 <sup>th</sup> -century tobacco barn on east side of road	5 of 14
SM-921_200804_06	"	"	"	"	"	Mile Point 0.8, looking southeast	6 of 14
SM-921_200804_07	"	"	"	"	"	Mile Point 1.6, looking north	7 of 14
SM-921_200804_08	"	"	"	"	"	Mile Point 2.4, looking southeast to tenant house on ca.-1915 farm complex at 24255 Maypole Road	8 of 14
SM-921_200804_09	"	"	"	"	"	Mile Point 2.4, looking north	9 of 14
SM-921_200804_10	"	"	"	"	"	Mile Point 2.6, looking northeast	10 of 14
SM-921_200804_11	"	"	"	"	"	Mile Point 3.5, looking northeast	11 of 14
SM-921_200804_12	"	"	"	"	"	Mile Point 3.6, looking southwest	12 of 14
SM-921_200804_13	"	"	"	"	"	Mile Point 3.6, looking northeast	13 of 14
SM-921_200804_14	"	"	"	"	"	Mile Point 3.6, looking northeast to terminus of Maypole Road at Parsons Mill Road	14 of 14

SM-921  
126-WS



Mile Point 0.0, looking southwest to origin of Maypole Road at Point Lookout Road (MD 5)  
Photo 1 of 14



Mile Point 0.0, looking north  
Photo 2 of 14

**SM-921**  
**Maypole Road**  
**St. Mary's County, Maryland**

**Photographer: E. Young**  
**April 2008**  
**MD SHPO**





Mile Point 0.2, looking southwest to substation property  
Photo 3 of 14



Mile Point 0.2, looking north to grouping of late-twentieth-century dwellings on west side of road  
Photo 4 of 14

**SM-921**  
**Maypole Road**  
**St. Mary's County, Maryland**

**Photographer: E. Young**  
**April 2008**  
**MD SHPO**



Mile Point 0.8, looking north to early twentieth-century tobacco barn on east side of road  
Photo 5 of 14



Mile Point 0.8, looking southeast  
Photo 6 of 14

**SM-921**  
**Maypole Road**  
**St. Mary's County, Maryland**

**Photographer: E. Young**  
**April 2008**  
**MD SHPO**



Mile Point 1.6, looking north  
Photo 7 of 14



Mile Point 2.4, looking southeast to tenant house on circa-1915 farm complex at 24255  
Maypole Road  
Photo 8 of 14

**SM-921**  
**Maypole Road**  
**St. Mary's County, Maryland**

**Photographer: E. Young**  
**April 2008**  
**MD SHPO**



Mile Point 2.4, looking north  
Photo 9 of 14



Mile Point 2.6, looking northeast  
Photo 10 of 14

**SM-921  
Maypole Road  
St. Mary's County, Maryland**

**Photographer: E. Young  
April 2008  
MD SHPO**



Mile Point 3.5, looking northeast  
Photo 11 of 14



Mile Point 3.6, looking southwest  
Photo 12 of 14

**SM-921**  
**Maypole Road**  
**St. Mary's County, Maryland**

**Photographer: E. Young**  
**April 2008**  
**MD SHPO**





Mile Point 3.6, looking northeast  
Photo 13 of 14



Mile Point 3.6, looking northeast to terminus of Maypole Road at Parsons Mill Road  
Photo 14 of 14

**SM-921**  
**Maypole Road**  
**St. Mary's County, Maryland**

**Photographer: E. Young**  
**April 2008**  
**MD SHPO**



SM-921

MAYPOLE ROAD

ST. MARY'S COUNTY, MD

ENDING

04.2008

MD SHPO

Mile point 0.0, looking SW to origin of Maypole ROAD @  
Point Lookout ROAD (MD 5)

Photo # 1 of 4



SM-921

Maypole ROAD

St. Mary's County, MD

E. YOUNG

04.2008

MD SHPO

mile point 0.8, looking N to early 20th-c tobacco barn  
on E side of road

Photo # 2 of 4





SM-921

Maypole ROAD

St. Mary's County, MD

E. YOUNG

04.2008

MD SHPO

Mile point 2.4, looking SE to tenant house on ca.-1915  
farm complex at 24255 Maypole ROAD

Photo # 3 of 4



SM-921

Waypole ROAD

St. Mary's County, MD

ENYONG

04.2008

ND SHPO

mile point 3.6, looking NE to terminus of Waypole Road  
@ PARSONS MILL ROAD

Photo # 4 of 4